Restructuring of Airports

885. SHRI G.K. VASAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a proposal to restructure the airports under the control of Airports Authority of India is under consideration of Government; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): (a) and (b) Government of India in January, 2000 approved the restructuring of the airports of Airports Authority of India through long term lease route as and when found suitable. At the first instance, the airports at Delhi, Mumbai, Chennai and Kolkata were taken up for the restructuring exercise. In addition to the existing initiatives for leasing of major airports, it is proposed to take up the Delhi and Mumbai airports for modernization to international standards. Two separate companies will be formed with initial equal equity participation from the Airports Authority. These two companies could also take Joint Venture partners.

Legislation for Airport Security

†886. SHRI ABHAY KANT PRASAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have formulated any draft legislation regarding security at airports in the country;

(b) if so, the details thereof;

(c) whether any survey has been conducted regarding security arrangements at various airports of the world;

(d) if so, the details thereof; and

(e) by when the proposed legislation is likely to be brought before Parliament?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): (a) and (b) The security at airports is as

†Original notice of the question was received in Hindi.

per the National Civil Security Programme which is based on the Annex 17 and Security Manual of International Civil Aviation Organisation (ICAO).

(c) Survey is not necessary as security arrangements at various airports of the world are governed by guidelines issued by IACO, an apex international body in Civil Aviation.

(d) and (e) Do not arise.

Financial performance of Air India

887. SHRI VIJAY J. DARDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that during 2002-03 Air India had anticipated a profit of Rs.100 crores, whereas during April-December 2002, its operating income was Rs. 3,612 crores while the operating expenditure was Rs. 3,740 crores, resulting in a loss of Rs. 127 crores; and

(b) if so, what is the actual profit or loss of Air India from 1st April 2002 to 31st March 2003, together with the reasons therefor and what is the projection of profit during 2003-04?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): (a) and (b) As per provisional results compiled for the period April-December 2002 and for the entire financial year 2002-2003, Air India is expected to earn a Net Profit of approx. 65 crores and Rs. 105 crores respectively. Net results are different from operating results as they take into account non operating performance as well. The factors attributing to Net Profit are: (i) Low finance/Interest cost primarily due to reduction in interest rates in the international market; (ii) Dividend of Rs.20 crores received from the subsidiary company, i.e. HCT, on account of profit on sale of properties; and (iii) Profit of approx. Rs.17 crores on sale of three aircraft to Ariana Afghan Airlines through the Ministry of External Affairs.

As per the budget approved by the Board of Air India for the financial year 2003-2004, the Company is expected to incur a net loss of Rs. 55.50 crores. The factors attributing to the loss envisaged for the financial year 2003-2004 are (i) Cancellation/withdrawal of flights due